

MAILED BY THE
The Contract Packets
dispatched will
Europe, &c., on
22d April, at 7 a.m.
will be open for
mail Letters, &
Newspapers, &c.,
on the 21st April,
posted in the
21st April
loring morning.

All Letters posted by
the 22d April
addition to the
Last Fee of 18 c.
The latest time for
Office is 6 A.M.
Books, or Patter
April.

Further, late letters
dressed to the
Marseilles or to
posted on board
to 6.00 A.M. or
of 45 cents each
postage, after which
Received.

Sealed Boxes contain
of Box Holders
window set upon
the East Side of

All correspondence
payment is coup
in Hongkong Po
Insufficiently state
charged with a
addition to the
Letters posted after
will not be for
Fee as well as the
Letters insufficiently
addressed to place
not be forwarded
and returned as
possible, but
given that such
ed until after the
Portage Stamps sh
upper right-hand
pondeous, except
may be used in
when the stamp
lower left-hand of

All transactions in
will be cond
scribed by the
Proclamation
1841, and no o
therein specified
or given in ch
Payment for Posta
in the current L
Bank Notes.

General Post-Off
Hongkong, April 9

Houses

TO
FOUR Large Ro
above the Offic
44, Queen's Road,
Messrs C. Hook &
taken on the lot of
For Terus, etc., a

Hongkong, Novem
TO

THE Premises sit
Stanley Street,
plied by Messrs H. M
For particulars, a
LAMBERT
Hongkong; bldws

TO
A SHOP, situated
Queen's Road,
Fittings complete,
N.B.—Two Fir
had above, if re
Address "Z," c
pensary,
Hongkong, Novem

TO
THE Undeclared
Cotton, Rice,
chandise, in their
the same on STORA
nite godowns, on Me
ROB. S. WALKER

TO
A SHOP, situated
corner of Queen's
Streets, and at pres
MESSIS ELMENDORF
For particulars, a
GIBB, Ltd.
Hongkong, March

TO
THE OFFICE and
the corner of Queen's
Streets, and at pres
MESSIS ELMENDORF
For particulars, a
GIBB, Ltd.
Hongkong, March

TO
A HOUSE in Spring
A four rooms and
\$28 per month.
Apply at the Victo
Hongkong, March

TO
THE PREMISES
Wharf, lately
AUGUSTINE HEARD
be taken on the 1st of
For further partic
Hongkong, Decem

TO
A HOUSE in Queen
a good view of t
North side. The Ho
Rooms with Bath R
and back, Kitchens,
Godown on ground

Apply to

LAMBERT,
Hongkong, 5th Su

TO
THE BUSINESS P
occupied by Me
data & Co., consist
Offices, and spacious
Possession to be had
Apply to

J. JOHN, Febra

Insurances.

NOTICE.

GUARDIAN FIRE INSURANCE COMPANY.
THE following Rates will be charged in future for Short Period Insurances, viz.—
Not exceeding 1 month, $\frac{1}{4}$ per cent.
Above 1 month and not exceeding 3 months, $\frac{1}{4}$ do.
Above 3 months and not exceeding 6 months, $\frac{1}{4}$ do.
Above 6 months, the full annual rate.

ALFRED WILKINSON & Co., Agents, Guardian Assurance Company, Hongkong, April 7, 1868.

ALLIANCE FIRE INSURANCE COMPANY.

NOTICE.

FROM and after this date the following rates will be charged for Short Period Insurances, viz.—
Not exceeding 1 month, $\frac{1}{4}$ of the Annual Rate.
Above 1 month and not exceeding 3 months, $\frac{1}{4}$ do.
Above 3 months and not exceeding 6 months, $\frac{1}{4}$ do.
Above 6 months, the full annual rate.

JARDINE, MATHESON & Co., Agents, Alliance Fire Insurance Company, Hongkong, April 7, 1868.

HONGKONG FIRE INSURANCE COMPANY.

NOTICE.

FROM and after this date the following rates will be charged for Short Period Insurances, viz.—
Not exceeding 1 month, $\frac{1}{4}$ of the Annual Rate.
Above 1 month and not exceeding 3 months, $\frac{1}{4}$ do.
Above 3 months and not exceeding 6 months, $\frac{1}{4}$ do.
Above 6 months, the full annual rate.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Company, Hongkong, April 7, 1868.

NOTICE.

QUEEN INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz.—
Not exceeding 1 month, $\frac{1}{4}$ per cent.
Above 1 month and not exceeding 3 months, $\frac{1}{4}$ do.
Above 3 months and not exceeding 6 months, $\frac{1}{4}$ do.
Above 6 months, the full annual rate.

HOLLIDAY, WISE & Co., Agents, Hongkong, April 8, 1868.

NOTICE.

MANCHESTER FIRE ASSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz.—
Not exceeding 1 month, $\frac{1}{4}$ per cent.
Above 1 month and not exceeding 3 months, $\frac{1}{4}$ do.
Above 3 months and not exceeding 6 months, $\frac{1}{4}$ do.
Above 6 months, the full annual rate.

HOLLIDAY, WISE & Co., Agents, Hongkong, April 8, 1868.

NOTICE.

LONDON ASSURANCE CORPORATION.
THE following rates will be charged for Short Period Insurances:
One month, $\frac{1}{4}$ per cent.
Three months, $\frac{1}{4}$ " "
Six months, $\frac{1}{4}$ " "
Above 6 months, the full annual rate.

HOLLIDAY, WISE & Co., Agents, Hongkong, April 8, 1868.

NOTICE.

THE LONDON ASSURANCE CORPORATION.
THE Undeclared having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurances on the usual terms.

HOLLIDAY, WISE & Co., Hongkong, December 26, 1867.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undeclared having been appointed Agents for the above named Company are prepared to grant Policies against Fire, either at this Port, or at Macao, Canton or Whampoa, to the extent of £15,000, in any one Risk upon Buildings or Merchandise, on the usual terms.

HOLLIDAY, WISE & Co., Hongkong, April 8, 1868.

NOTICE.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged in Short Period Insurances, viz.—

Not exceeding one month, $\frac{1}{4}$ of the annual rate.
Above 1 month, and not exceeding 3 months, $\frac{1}{4}$ do.
Above 3 months, and not exceeding 6 months, $\frac{1}{4}$ do.
Above 6 months, the full annual rate.

GILMAN & Co., Agents, North British and Mercantile Insurance Company, Hongkong, April 7, 1868.

NOTICE.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1801.

CAPITAL £2,000,000.

ACCUMULATED FUNDS £2,233,927.

ANNUAL REVENUE £407,263.

THE Undeclared Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, in the above Society. Full particulars given on application.

ROB. S. WALKER & Co., Hongkong, February 21, 1868.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
REDUCTION IN THE RATES OF PREMIUM.

Detached and semi-detached Dwelling-Houses removed from Town, and their Contents, $\frac{1}{4}$ per cent. per annum.

Other Dwelling-Houses used strictly as such; and their Contents, $\frac{1}{4}$ per cent. per annum.

Godowns, Offices, Shops, &c. and their Contents, $\frac{1}{4}$ per cent. per annum.

GILMAN & Co., Agents, North British and Mercantile Insurance Company, Hongkong, March 9, 1868.

INSURANCES.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged for Short Period Insurances, viz.—

Not exceeding 1 month, $\frac{1}{4}$ of the annual rate.

Above 1 month and not exceeding 3 months, $\frac{1}{4}$ do.

Above 3 months and not exceeding 6 months, $\frac{1}{4}$ do.

Above 6 months, the full annual rate.

ALFRED WILKINSON & Co., Agents, Imperial Fire Insurance Company, Hongkong, April 7, 1868.

NOTICE.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undeclared having been appointed Agents for the above Company at this Port, are prepared to grant Policies against FIRE to the extent of \$60,000 on Buildings, &c.

£1000 can be effected with the Undeclared without referring to Head-quarters.

By special authority of the Board, Claims are settled at once by the Undeclared without reference to England.

Fees to Medical Referees paid by the Company.

No forfeiture of Policy from unintentional mis-statement.

Premiums payable Half-yearly or Annually at the option of the Assured.

Annual Premiums for an Assurance of £100 for the whole term of Life, including £2,100 per cent. for Foreign Risk, which will be deducted during a visit to or permanent resident in Europe:

AGE WITH PARTICIPATION WITH PARTICIPATION

AGE	WITHOUT PARTICIPATION	WITH PARTICIPATION
16	£3 19 8	£4 5 6
20	4 3 8	4 9 9
25	4 8 2	4 14 2
30	4 13 11	4 19 9
35	5 0 0	5 6 2
40	5 8 0	5 14 1
45	6 17 11	6 4 8
50	6 11 7	6 18 3
55	7 11 1	8 0 2
60	8 16 0	9 8 7

N.B. Intermediate ages charged proportionately.

For Forms, for effecting Life Assurances, and for any further information, apply to:

ROB. S. WALKER & Co., Agents, Hongkong, September 3, 1864.

NOTICE.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undeclared Agents for the above Company are prepared to grant Policies against FIRE on BUILDINGS and GOODS, at current rates.

RUSSELL & Co., Hongkong, February 6, 1867.

NOTICE.

ROYAL INSURANCE COMPANY.
THE following Rates will be charged in future for short period Insurances, viz.—

Not exceeding One Month, $\frac{1}{4}$ per cent.

Above One Month and not exceeding Three Months, $\frac{1}{4}$ per cent.

Above Three Months and not exceeding Six Months, $\frac{1}{4}$ per cent.

Above Six Months, The full Annual Rate.

ROB. S. WALKER & Co., Agents, Royal Insurance Company, Hongkong, April 7, 1868.

REDUCTION IN THE RATES OF PREMIUM FOR FIRE INSURANCE.

THE Undeclared have as (already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to Reduce the rate of Premium under certain circumstances, or PRIVATE RESIDENCES and/or FURNITURE and EQUIPMENT, therein contained.

In cases of DWELLING-HOUSES removed from the Town, the rate of Premium will be $\frac{3}{4}$ per cent. in place of One per cent. per annum.

Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Foochow and Shanghai.

In addition to the usual brokerage this Association returns to the assured of each year, fifteen (15) per cent. of the profits of the Company for that year divided pro rata by the amount of premium paid by each policyholder.

RUSSELL &

Post-Office Notifications.

MAILS BY THE "CHINA." The Contract Packet "CHINA" will be despatched with the usual Mails for Europe, &c., on WEDNESDAY, the 22d April, at 7 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 9 P.M. on the 21st April; Letters, &c., may be posted in the night box from 9 P.M. on the 21st April until 5 A.M. on the following morning.

All Letters posted between 5 and 6 A.M. on the 22nd April will be chargeable, in addition to the usual postage, with a Late Fee of 18 cents.

The latest time for posting Letters at this Office is 6 A.M. and for Newspapers, Books, or Patterns 6 A.M. on the 22nd April.

Further late letters (but Letters only) addressed to the United Kingdom and Marseilles, or to Singapore, may be posted on board the Packet from 6.30 to 6.50 A.M. on payment of a late fee of 42 cents each, in addition to the postage, after which no Letters can be received.

Sealed Boxes containing the correspondence of Box Holders will be received at the window set apart for the purpose, on the East Side of the building. All correspondence for places to which payment is compulsory must be prepaid in Hongkong Postage Stamps.

Insufficiently-stamped Letters addressed to the United Kingdom will be sent on, charged with a fine of One Shilling in addition to the postage.

Letters posted after 5 A.M. on the 22d April will not be forwarded unless the Late Fee as well as the postage is prepaid. Letters insufficiently stamped or unstamped addressed to places to which they cannot be forwarded unpaid, will be opened and returned to the writers as early as possible, but no guarantee can be given that such Letters, if posted after 9 P.M. on the 21st April, will be returned until after the mail is closed.

Postage Stamp should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees," when the stamp or Stamps representing the late fee should be placed on the lower left-hand corner.

All transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1, of 1864, and the Proclamation of the 22nd January, 1864, and no other Coins, but those therein specified will either be received or given in change as fractional parts of a Dollar.

Payment for Postage Stamps must be made in the current Dollars of the Colony or Bank Notes.

F. W. MITCHELL,
Postmaster General,
General Post-Office,
Hongkong, April 9, 1868.

Houses and Lands.

TO LET.
N° 3, PECHILI TERRACE,
Elgin Street.
Apply to LANE, CRAWFORD & Co.
Hongkong, January 24, 1868.

TO LET.
A N OFFICE with Godown and Com-
pradores' Room.
Apply to MELCHERS & Co.
Hongkong, October 1, 1868.

TO LET.
N O. 5, Pechili Terrace, Elgin Street.
Apply to LANE, CRAWFORD & Co.
Hongkong, February 3, 1868.

STORAGE.
CAN be had in First Class Granite Go-
downs at Wanchai, on very moderate
Terms.

For particulars, apply to
CHARLES LIVINGTON,
At Messrs LANDSTEIN & Co.'s Office,
Stanley Street.
Hongkong, January 1, 1868.

TO BE LET.
Furnished or Unfurnished.
THE Dwelling HOUSE in the Albany at
present occupied by Mr N. R. MASSON.
Occupation can be had in a few weeks,
Application can be made to Mr MASSON at
the Albany.

Hongkong, September 26, 1867.

TO BE LET.
TWO New and Strong GODOWNS on
Marine Lot No. 63.

Apply to GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s.
Hongkong, December 16, 1867.

Intimations.

KÖNIGLICH PREUSSISCHE CONSULAT,
HONGKONG, den 6ten April, 1868.

IE nachstehende Bekanntmachung des
Königlich Preussischen General Con-
sulats zu Schanghai bringt hierach zur
Kenntnis der Unterthanen der Norddeutschen
Bundesstaaten.

J. MENKE,
Stellvertreter Königlich Preussischer
Consul.

BEKÄNTMACHUNG.
NACH dem Norddeutschen Bundes-
Gesetz vom 25ten Oktober 1867 haben
die Kaufahrtschiffe, der Bundesstaaten,
auch insbesondere die Preussische, Mecklen-
burgs, Oldenburgs und der Städte Bremen,
Hamburg und Lübeck vom 1ten April 1868
ab als Nationalflagge ausschließlich die
Länderflagge zu führen.

Diesehe bildet nach der Königlichen im
Namen des Bundes erlassenen Verordnung
von 25ten October 1867 ein längliches
Rechteck, bestehend aus drei gleichbreiten
horizontalen Streifen, von welchen der obere
schwarz, der mittlere weiß und der untere
rot ist. Das Verhältnis der Höhe der
Flagge zur Länge ist wie zwei zu drei. Die
Bundesflagge wird von den Schiffen am Heck
oder am hinteren Mast—und zwar in der
Regel an der Gaffel dieses Mastes, in Erman-
geling einer solchen aber um Top oder am
Want geführt. Ein besonderes Zeichen in
der Bundesflagge oder einer Wimpel zu
führen, ähnlich denjenigen Kriegssymbolen
des Norddeutschen Bundes, dasselbe gleich der den
Kaufmannschaft nicht gestattet.

Die Kaufahrtschiffe haben die Bundes-
flagge stets zu hissen, sobald sie ein Schiff
oder Fahrzeug der Bundeskriegsmarine,
eine Festung oder ein Küstenfort passiren,
wobei ihre Nationalflagge gesetzt haben.
Dasselbe gilt bei der Begegnung mit Kriegs-
schiffen befreundeter Mächte auf See.

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schiffen befreundeter Mächte auf See.

Intimations.

INTERNATIONAL DISPENSARY.

THE Undersigned having purchased the
Business of the Queen's ROAD DISPEN-
SARY, 23, Wellington Street, which will for
the future be carried on under the name of
the INTERNATIONAL DISPENSARY, hope by
the strictest attention to business, and a

determination to deal only in Drugs, Che-
mical and Druggist's Sundries of the best
quality, to obtain a fair share of the public
patronage.

English, French and German Prescrip-
tions accurately prepared.

Tooth carefully extracted or stopped, and
all the minor operations in Surgery skil-
fully performed.

Photographic Chemicals, Chemical Appa-
ratus and Tests sold. Analysis conducted.

English, American and French Patent
Medicines.

Soda Water, Lemonade, Gingerade, Po-
tash, Magnesia and Saltwater of a super-
ior kind supplied at reduced prices.

JOHN THOMPSON & CO.

Dispensing and Analytical Chemists.

INTERNATIONAL DISPENSARY,

No. 23, Wellington Street,

Near opposite the R. C. Cathedral.

Hongkong, April 4, 1868.

Hongkong, April 4, 1868.

THOMAS' HOTEL AND RESTAURANT.

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Hongkong, November 7, 1867.

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Hongkong, November 7,

TO CORRESPONDENTS.

Our columns are open to all who wish to address the public on legitimate grounds, but we do not hold ourselves responsible for the opinions of our correspondents.

All communications addressed to this paper must be accompanied by the name of the sender, not necessarily for publication, but as a guarantee of good faith.

THE CHINA MAIL.

HONGKONG, SATURDAY, APRIL 11, 1868.

TIBET AND CHINA.

The actual relations between China and Tibet have been a puzzle to most persons interested in Chinese affairs. China is the nominal suzerain of Tibet, but far more really the patron of the Grand Lama and enormous tribe of Lamas (priests) who hold undisputed sway over the simple Mongols, and for the support of some thousands of whom there exists in Peking an immense establishment supported by Government subsidy. By the latest Indian papers we learn that Sir Jung Bahadur has been making extensive preparations for war with Tibet. His vanguard had set out for Lhasa, by the last intelligence, but the passes are not open till April. There is no doubt that he will make his way to Lhasa if he makes proper preparations, but the question is, will he go further on? The *Friend of India*, from which we derive this intelligence, thinks it would be "amusing" if he were to advance and take a slice of China. Perhaps so. We do not know of any measure more likely to bring our shamefully one-sided policy towards China to a definite understanding than the attempt by an external foe who is also our own ally to absorb a portion of the unwieldy empire. As regards Tibet we suspect that the Chinese government would be very glad to get rid of its troublesome vassal—troublesome from the obligation which China incurs to maintain at government cost a large body of Lamas in filth and dirtiness, and the practice of unmentionable immorality. If Tibet is once clearly appropriated, the Lamas of Peking will be kicked out of the city with undecided action.

OUR DRAINS.

We observe that the Inspector of Muni- nances has summoned Messrs Lapraik & Co. as the owners of certain houses from which drains are led into an open waterway. The gentleman who appeared for them very pitifully remarked that the present drainage system is that inaugurated and maintained by government, and stated that his principals wished to be informed what was required. We have no intention of commenting on the matter as a police case, but are glad to see that attention has been drawn to the defect of the drainage system generally. It is rather ludicrous that a complaint which really touches the neglect hitherto displayed by the Surveyor General's department should have been made by a government servant; and if, as Messrs Lapraik & Co. would seem to imply, the abominable want of proper sewage arrangements which prevails here is to be blamed rather than their tenants, they will feel somewhat annoyed at being put to trouble as the scapegoats of official carelessness. They may, however, console themselves with the belief that they are suffering for the good of the public.

The Hongkong should have existed for twenty-five years without underground sewage is almost incredible. We have a system of drains which the mere danger of floods during the rainy season has forced the government to adopt. But as regards domestic sewage the very idea is unknown. If the case in question is properly conducted, some interesting details on this subject will be evolved, and it may be hoped that sufficient public attention will be directed to it to lead to reform. While referring to this subject we should like to know why no drain-traps are fitted in the streets and roads of the colony. Yawning holes at a distance of every few hundred feet emit fetid odours, unchecked by the many appliances which modern ingenuity has invented. The nuisance has been pointed out often enough, but no notice has been taken of it by the authorities. We abstain from further comment at present on account of the case against Messrs Lapraik & Co. being still pending. When it is settled—whatever way it may be—we shall return to the subject and endeavour to give a clear description of what has been done and what left undone in a matter so nearly affecting the health and comfort of the Colony.

Our columns are today very largely occupied with a portion of a valuable hydrographic report, the result of Capt. Reed's Surveys in the Southern China Sea. It ought to have an interest for everybody concerned in the matters relating to the "great deep," and as there are very few in Hongkong who are not interested, we are under no necessity of apology for devoting so much of our space to a record of the daigars of local navigation, and of the courses by which they may be avoided. We may add that we are happy to learn that the last mail brought news of Captain Reed's pro- position.

LOCAL.

The Great World Circus troupe left Hongkong on Friday in the *Agamemnon*, for Shanghai, en route for San Francisco. The establishment received an amount of patronage here that must have been gratifying to the enterprising proprietor, Mr. Wilson, for it evidenced much appreciation by our local public of the unusual merits the Circus exhibits. Besides the very clever performances of the artistes, however, the arrangements made by Mr. Wilson for the accommodation of his visitors materially conduced to the pleasure of the entertainment arranged by him. The private boxes were spacious and comfortable, and "ample room and room enough" were provided in other parts of the Circus, which was well lit by gas. We may safely say that the entertainment afforded much enjoyment to the crowded houses which nightly attended it, and that multitudes of commendatory good-wishes follow the proprietor and his aides on their journey to the States.

Her Majesty's Government has decided that in future a Regiment of Native Infantry, to be relieved every three years, shall garrison Hongkong in place of the portion of the Canton Rifles now there, and that the idea of raising a Boloch Battalion for service in China be abandoned. This regiment will usually be supplied from Bombay, but, as that Presidency has at present so large a proportion of its native army in Abyssinia, Madras will in the first instance furnish the corps; and we understand that a Regiment for Hongkong will be raised as little delay as possible. Its strength will be completed to 700 sepoys before embarkation, so as to avoid the necessity of sending recruits during its term of foreign service.—*Kandy Herald*, Mar. 19.

Now that the term for the closing of the gambling saloons at Wiesbaden and Homberg has been fixed by the Prussian Government, the proprietors of those establishments are looking out for new quarters in which to pursue their lucrative profession. It is said that they have already made a brilliant offer with this object to the municipality of Geneva. They propose, in return for the privilege of establishing a gambling-house in Geneva, to pay the whole of the municipal debt, complete the construction of the quay on the lake, and make a large street in the lower part of the town. The Administrative Council has not yet given a reply to this magnificent offer, but there is no doubt that it will be declined. Why don't they come to Hongkong?

It must be confessed that if the merchants of Bouhay have known how to make money, they know also how to turn it to the good of the public. Calcutta has just received a visit from two of the partners in the great firm of the Sasseons, Mr. Abdoolali D. Sasseon, c. s. l., and Mr. Arthur D. Sasseon. The former gentleman has most generously forwarded to the Government a cheque for Rs. 10,000, with a request that it may be made over to the District Charitable Society—an institution sadly in need of such unexpected and generous help. The Messrs. Sasseon are known in Bouhay for their charity, and are the chief, if not indeed, the only, supporters of several hospitals. In acknowledging the donation the Lieutenant-Governor remarked that the Rs. 10,000 would be made over to the Society, with a request that the sum be invested, and the proceeds applied to the purposes of the Society under the designation of the Sasseon Fund. Mr. Grey deserves credit for this suggestion, which will perpetuate the generosity which dictated the gift.—*Englishman*, March 9.

We have been informed that an apology has been made to the Shanese Government in regard to the Protection paper issued to Chinaman from the U. S. Consulate, under the administration of J. M. Head, U. S. Consul.—*Ibid.*

Mr. STEPHEN MASSETT.—We think, from what we have seen and heard of the good impression this gentleman made here at his first entertainment, that he might favour us once again prior to his departure; as we understand in a few days he leaves for India. Mr. Massett came up to us at an unfortunate time, when Concerts, Opera Troupes, Exhibitions of Legerdein, and Circuses, etc., were ripe—there is nothing to interfere with him, and we are sure that if he were to announce a "Ballad Concert" intermingled with some of his clever "Readings," Imitations and comic illustrations, he would receive a "Bumper at paring," in the shape of a full attendance.

As a specimen of Mr. Massett's powers of original composition we insert the following poem:

TO MY MOTHER.
My Mother! I canst see me now,
From the far-off fields of light—
Canst thou in spirit come again?
And blest me with the sight?
Oh! I can see thee, when these eyes
Are closed, and sleeping—
And reveling in happy dreams!
We sweet communion keep!
Years, years have pass'd and life to me,
Has been but as a dream—
Yet often I yearn for thee
As, sailing down its stream,
Fond memory brings thee back again
As thou wert once to me,
As nestled in thy arms I lay
Or crept upon thy knee!
And when I saw thee in that sleep
From which there is no waking—
And felt as I then on the gazed,
My very heart was breaking!
Oh can it be, that in that land
Where there is no more pain—
We may once more united be,
Never to part again!
And shall we meet as we have met
And as we have been;
And shall I see thee on my smile
As I have sometimes seen?
Oh God! if this is to meet
In Heaven's own land of light,
I'll use my path, direct my feet,
And guide my steps aright!

This Siam Monitor of Feb. 26 contains the following paragraph:—A communication is given in English and Siamese relating to the troubles of a correspondent in the interior. It appears that in this case a respectable member of the foreign community, at present carrying on the business of timber merchant in the interior, had been set upon, beaten and had his arm broken by a shot during a journey from Cheangman to Rangoon, having a number of *daocuts* then unknown, but according to his statement it subsequently turned out that the robbers were none others than the sons of the Governor of Rangoon. This is a case to which we would earnestly call the attention of the

Authorities of Siam, and it will really become more difficult for the Government of this country to keep up friendly relations with the treaty powers if they allowed such cases as the affair of Messrs. Picton and Carson and the present to pass unnoticed. We hope therefore that His Majesty will cause some steps to be taken to prevent foreigners passing through His Majesty's country in a peaceful manner from being robbed, shot at, beaten or otherwise maltreated, as such doing can only create a strong animus in the minds of all foreigners residing with the dominions of Siam against His Majesty's Government. But we have not the slightest doubt that if the sons of the Governor of Rangoon are found guilty of this outrage our authorities will make an example of them that will strike terror in future into the hearts of all noble evil-doers.

THE WEALTH OF THE UNITED KINGDOM.

(Saturday Review.)
Mr. Dudley Baxter has been compiling some tables to show the amount and distribution of the income of the United Kingdom. The aggregate amount, according to his calculations, which are cautious and probably somewhat below the mark, is £23,000,000, and there have been great glorifications in consequence over this estimate of the national wealth. We confess the result does not strike us as at all surprising. It is little more, after all, than ten or twelve times our Government expenditure, and few persons we should think, are aware that they pay anything like a third of their income in taxation. The large totals are rather bewildering and difficult to grasp. The chief interest of the figures arrived at by Mr. Baxter will be found in the light which they throw on the distribution of wealth, and this becomes much more intelligible when reduced to a lower standard. The easiest way to realize the import of these statistics is to imagine a small community which may serve as a sample of the whole Kingdom. Take a district in which a little manufacturing town may be supposed to be surrounded by a tract of agricultural land dotted over with the mansions and villas of a sprinkling of wealthy people. The whole population of our specimen estate shall be about 30,000, and we will suppose them to be divided into the various classes of which the country is composed, in the proportions which Mr. Baxter's calculations indicate. There will be eight very considerable people, landowners or manufacturers, with incomes averaging £10,000; it may be one of £5,000, one of £3,000, one of 9,000, one of 12,000, one of 25,000, and one of 70,000. This represents the most wealthy class, but Mr. Baxter's figures do not tell us how our eight lucky people will be distributed as between landowners and manufacturers. Below this extremely select set come something like fifty people with good incomes varying from £1,000, to £5,000, but averaging rather less than £2,000 per annum. A few dependent hangers-on of these classes—wives without settlements, and children without portions—may raise the total number of what may be called the rich class to 100 or 120, of whom the majority may be supposed to be living on capital, and the remainder working in some way or other. There will be a good many commercial people and a sprinkling of professionals among them. Altogether, of the whole number of inhabitants of our model parish, about one in 300 may be supposed to be living in the degree of luxury which these figures imply.

The next class is much more numerous. Between 170 and 180 people will be found either living in idleness on moderate incomes, or much more frequently earning by daily industry, from 300 to 1,000 a year. Their resources will not average much more than £500 a year, and they will include some squires, new professionals, some comfortable farmers, and the more fortunate of the shop-keeping class. They will have dependent upon them 200 or 300 women, children, and others earning nothing for themselves, and will constitute a not too numerous body of 400 or 500 well-to-do folks—certainly not more than one in sixty of the whole population. The next grade in society is the small farmer and shopkeeping class, with incomes just large enough to suffice from the Income-tax, and numbering altogether about 1,000 workers and 1,000 dependents; and below them, again, a struggling class, almost twice as numerous, though only comfort is to be below the expectations of the Income-tax, and yet above the homely freedom of an artisan's life. Thus far we have exhausted only about 6,000 of our population of 30,000; and of these 3,000 between 3,000 and 4,000 will be made up of the poorest class that lies just above the line that separates broadcloth from fustian. The class that can just be called decently provided numbers rather more than 2,000, the moderately well-off not less than 500, while the rich (including our eight grantees with more than £2,000 a year) come to little more than 100, enjoying among them sixty incomes of which the smallest is 1,000 a year. The unequal distribution of wealth has often been discussed, but until these figures appeared we would have supposed that, after excluding the whole so-called labouring population, the proportion of wealthy families would have been found so small. Two-thirds of the middle and upper classes struggling to exist, with more than half their number earning nothing, and the actual workers making only 700 a year, does not give a brilliant idea of national wealth; and it is a very moderate set-off to this picture to learn that one head of a family out of two or three hundred has an enormous income, and perhaps one in sixty as much as £1,000 a year.

As yet, however, we have only looked at the fifth of our supposed 30,000, and of those we have found two-thirds contending with bitter poverty. Let us see how the other 24,000 fare. The condition of the majority of labour—the skilled artisan class—presents a cheerful contrast to that of the great mass of the middle-classes. Of these there will be nearly 8,000, dividing among them 1,300 or 1,400 incomes of 50/- a year; for among artisans the proportion of workers is of course much more considerable than in the middle and upper classes. An average income of 50/- a year, supporting two-thirds of the artisan class, is a far better provision than 70/- a year maintaining more frequently three than two of the middle-classes, and there can be no doubt that our 3,000 picked specimens of the working-classes are in far easier circumstances than two-thirds of their so-called betters. Some of them have their accumulated savings, and others receive wages of more than 100/- a year; but, without taking such exceptional cases, we may safely assert that there is no equally numerous class that can be said to enjoy anything like their measure of comfort and pecuniary ease. The manufac-

turing labourers of the second grade are very more numerous. They form upwards of a third of our whole population, and have incomes from a quarter to a third less than those of the higher order of skilled labourers. Our specimen district will include about 11,000 of them, of whom fully one-half are earning average incomes of 32/- per annum. Thus a family of six will probably be living on about 10/- a year—not a very large provision, but enough to provide decent comforts on the scale of a labourer's cottage. The lowest grade of labour, like the corresponding section of the middle-classes, is doomed to poverty. Some 10,000 unskilled or agricultural labourers and their families have to live on wages averaging 22/- a-piece for those who work, and perhaps not much more than half that amount per head if we reckon in all the children and others who are unable to earn wages. A picture of 11, a year is little enough to furnish a human being with food, clothing, and shelter, even if allowance is made for the smaller consumption of very young children. To those who have seen anything of the homes of farm labourers it is marvellous how the degree of apparent comfort which they seem to command can be achieved on their scanty earnings, but it is to be remembered that the statistics we are quoting include the whole population as well within as without the workhouse walls; and that the condition of the ordinary field labourer is less wretched than these bald averages would make it appear. It is little more, after all, than ten or twelve times our Government expenditure, and few persons we should think, are aware that they pay anything like a third of their income in taxation. The large totals are rather bewildering and difficult to grasp. The chief interest of the figures arrived at by Mr. Baxter will be found in the light which they throw on the distribution of wealth, and this becomes much more intelligible when reduced to a lower standard. The easiest way to realize the import of these statistics is to imagine a small community which may serve as a sample of the whole Kingdom. Take a district in which a little manufacturing town may be supposed to be surrounded by a tract of agricultural land dotted over with the mansions and villas of a sprinkling of wealthy people. The whole population of our specimen estate shall be about 30,000, and we will suppose them to be divided into the various classes of which the country is composed, in the proportions which Mr. Baxter's calculations indicate. There will be eight very considerable people, landowners or manufacturers, with incomes averaging £10,000; it may be one of £5,000, one of £3,000, one of 9,000, one of 12,000, one of 25,000, and one of 70,000. This represents the most wealthy class, but Mr. Baxter's figures do not tell us how our eight lucky people will be distributed as between landowners and manufacturers. Below this extremely select set come something like fifty people with good incomes varying from £1,000, to £5,000, but averaging rather less than £2,000 per annum. A few dependent hangers-on of these classes—wives without settlements, and children without portions—may raise the total number of what may be called the rich class to 100 or 120, of whom the majority may be supposed to be living on capital, and the remainder working in some way or other. There will be a good many commercial people and a sprinkling of professionals among them. Altogether, of the whole number of inhabitants of our model parish, about one in 300 may be supposed to be living in the degree of luxury which these figures imply.

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After another, the conclusion to be drawn from the figures which show the enormous amount of our aggregate incomes is, that the number of people who can in any sense be called rich is extremely insignificant, that more than a third of our entire population are living under conditions which exclude the most ordinary comforts. As between the middle and the labouring classes, the advantage seems clearly to rest with the latter. A much larger percentage of them are free from want and anxiety, and a considerable proportion are in the enjoyment of resources ample enough for a life burdened by no conventional expenses. Still we have not much to boast of when we find that, out of an average population of 30,000, there are nearly 4,000 of the small shopkeepers, bakers, bakers, who keep the wolf from the door, and 10,000 agricultural labourers and others who are always engaged in a deadly struggle against the necessity of asking parish relief. It must be remembered, however, that the picture we have sketched is not that of England, but of the United Kingdom; and that the figures are reduced by the comparative poverty of Scotland and the extreme penury of a large proportion of the Irish population. If it were not certain that the wages of Irish labourers are double what they were only a few years ago, it would seem incredible that they should be able to exist, even on potatoes, with the means which they can command. The great distinctions between Ireland and England and the low wages of Irish labourers are much more numerous, while the western edge is very steep, there being 14 fathoms close to it. Tarkole light house bearing E. $\frac{1}{2}$ N. clears the shoal to the southward, and Saw light house in one with the west end of Little Loban leads well clear to the westward.

LOBAN ISLANDS.—Loban, lying about half a mile off the south-west part of Bintang, form a group of four or five small islands, separated by channels so narrow that they appear as one island. They may be recognized by the gradual rise of the largest island takes from its north end to a round hummock in the centre, with Little Loban, the islet off its west end, present to vessels approaching them from the westward, the appearance of three distinct hills.

A reef surrounds the whole group, and extends to the distance of a quarter of a mile from the north-west, and a third of a mile from the south-east ends of the islands, but not farther than 2 cables' lengths from the west end of Little Loban. A small detached patch lies a third of a mile south of the south-west point of Great Loban. The depth close to the reef fronting the western side of the Loban group are 11 to 20 fathoms.

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to the north-eastward, forming the eastern side of the north entrance of Rho strait. The Seingeras are a ledge of flat rocks, lying a quarter of a mile off shore. The outer rock is about $\frac{1}{2}$ miles N. $\frac{1}{2}$ E. from West point. Rocks, part of the shore reef and covered at high water, extend a short distance outside the group, and at low water, detached rocks will be seen nearly as far as West point.

Maling Jarong is a small islet, covered with trees, lying half a mile north from Seingeras rocks, on the edge of the reef fronting the shore, which here extends more than a third of a mile off.

Pulo Kara, or Skerrie, is a small island lying N.E. $\frac{1}{2}$ N. 2 miles from Maling Jarong and close of Kabungpung point. It is of an oblong form, about 80 feet high, and will be recognized by the coast near it receding to the E.N.E., in the direction of the Subong river.

The reef which fronts the coast from West point, follows the bendings of the coast, and poses a quarter of a mile outside Kara, and treads to the large

A Shallow Bank with less than 1 fathom water over it in one place, and $\frac{1}{2}$ to 3 fathoms elsewhere, fronts the shore reef above mentioned; the 3-fathoms line which marks its edge from Maling Jarong island a N.N.E. direction for about a mile, where it trends a point more to the eastward and passes about half a mile outside Pulo Kara; from thence it trends away with an irregular course Tanjung Subong, passing just outside the gap and a group of rocks E.N.E. from it. This bank between Maling Jarong and Kara is steep to under a depth of 8 fathoms, and must be carefully avoided.

Netscher shoal, the outer part of which lies half a mile outside the shoal bank just described, is very dangerous, for there is less than a fathom water on its north-west extreme, and less than 3 fathoms everywhere else. It is a somewhat circular shaped shoal, about half a mile in extent composed of hard sand and coral, and from the outer edge Pulo Kara bears S. by W., distant 1½ miles, and the extreme of Tanjung Subong N.E. by E. $\frac{1}{2}$ E. 4½ miles. Close to the western side of this danger are 10 and 6 fathoms, and the lead cannot be depended upon to give a vessel approaching it warning in time to avoid it.

Subong bay, the deep right between Pulo Kara, and Subong point, is nearly filled up with reefs which extend 2½ miles from the shore in the depth of it, and there are also several outlying rocks a few feet above high water. The outer of these, named outer rock, is about 10 feet high; it lies E.N.E. 1½ miles from Netscher shoal, and N.E. $\frac{1}{2}$ N. 2½ miles from Pulo Kara. The Pao, a rock which drives 6 feet at low water, lies $\frac{1}{2}$ a mile southward of the Subong point, just inside the 3-fathoms line of the shore bank. A single rock, about 8 feet above high water, lies E. by S. $\frac{1}{2}$ N. 1 mile from Outer rock, and E.S.E. 1 mile from Outer rock is a small group, one of which is larger than the rest, more elevated, and presents a square appearance; this group like the Pao, is just inside the 3-fathoms edge of the shore bank, and the islet of Subong is a third of a mile deep, where there is safe anchorage in 4 fathoms; between this projection of the bank, and the islet of Subong point, the 3-fathoms edge lights bright somewhat, and forms another small bay.

The depth between Netscher shoal, the Pao, and Outer rock are from 3½ to 5 fathoms; and between Outer rock, Crocodile shoal, and Subong point 3½ to 7 fathoms. Crocodile shoal is a small patch of hard sand with 3 fathoms water over it, and is the outer of the dangers of this part of Bintang. It lies N.E. $\frac{1}{2}$ N. 2½ miles from Netscher shoal; N.E. $\frac{1}{2}$ E., 3½ miles from Pulo Kara; and W. $\frac{1}{2}$ S. 2½ miles from Subong point. Close to the west and north-west sides of this shoal are 6 to 8 fathoms, and 4½ fathoms a quarter of a mile from it on the north east side.

Kara island bearing S.S.W., leads nearly half a mile westward of the Crocodile; and Pulo Kara bearing West, or the islet of Subong, E. $\frac{1}{2}$ S., leads half a mile to the northward. Barbuluk hill N. by W. $\frac{1}{2}$ W. will lead to the westward of the Pao, and forms another small bay.

Directions.—Sawu light-house bearing S.S.W. $\frac{1}{2}$ W., clears the shoal bank N.N.W. of Malang Jarong, as also the Netscher and Crocodile shoals: it is a good guide for strangers when working near this dangerous coast.

Sabong Point is the north-west extreme of Bintang and the north-eastern of Rho strait. It bears from Kara island N.E. $\frac{1}{2}$ E., 6 miles, the coast between forming a deep right at the head of which is the entrance of the Subong river. A small islet lies off the pitch of the point, and S.W. by W. a third of a mile from the islet is a sunken rock. Some islets also lie close to the coast S.S.E. from the point.

Tides.—The flood tidal wave in the China sea comes from the northward, and being divided by the island of Bintang, sweeps round its shores and flows into Rho strait at both ends, the stream from Singapore strait meeting that from the southward in the space between Tiemara island and Rho. The main body of the southern stream takes a general westerly direction for Dumbo strait, much of it devolving to the southward through the channels dividing the several groups of islands lying between Misana and Dumbo, and a portion turning off to the north-west, in the direction of Garris; this last is joined by the streams flowing through the Siolan and adjacent channels, which gradually trend away to the north-westward after they enter the strait.

The Monsoons and Currents of the China sea very much affect the regularity of the Tides, which are strong and, at the spring, rush with great velocity through the channels among the islands, forming numerous eddies, and stirring up the mud. In the narrow part of the strait, this is particularly the case, the tide running from 3 to 4 knots, and sometimes even 4½ and 5 fathoms knots.

Directions through Rho strait to Singapore.—Directions to proceed from Banks strait outside Lingsa island are given at page 184. A vessel intending to proceed through Rho strait, and having arrived Tanjung Eung, the eastern extreme of Lingsa island, to bear S.S.W. $\frac{1}{2}$ W., and Great Domino East, should steer about N.W. $\frac{1}{2}$ N., which, if proper care be taken to guard against the effects of the tide, will take her to the fairway at the entrance of Rho strait, with Pulo Gin—which will be the first land seen

on the starboard bow—bearing about N.E. $\frac{1}{2}$ E., or on the starboard beam, and Rodong peak about S.S.W. $\frac{1}{2}$ W. In this track, if the course is duly preserved, the vessel will pass 7 or 8 miles outside Crocodile rock, and 5 or 6 outside the Fly and Polux, and will have for about half the distance soundings of 15, 14, or 13 fathoms, when the depths will soon increase to 18, 19, or 21 fathoms. These deeper soundings will continue for 7 or 8 miles, when the depths will suddenly decrease to 12, 11, or 10 fathoms, on the sand-bank, (page 179) which runs in a S.S.W. direction from abreast of Pulo Gin. The soundings upon this part of the bank do not appear to be very regular, and it would seem that a vessel might get a cast of 19 or 20 fathoms when passing over it. After she is fairly over the bank the soundings will deepen to 15 or 14 fathoms, and continue so for 3 or 4 miles, when they will again become irregular, varying from 12 or 13 to 19 or 20 fathoms, until Pulo Gin is brought on the starboard beam

Miscellaneous.

THE
CHINESE COMMERCIAL
GUIDE.
By S. WELLS WILLIAMS, L.L.D.
Published at the "CHINA MAIL" Office,
Hongkong.

638 pp. DEMY SVO. WITH APPENDIX.
FIFTH EDITION, 1863.
Price, \$5.
Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:

CHAP. I.—SEC. 1 TO 4.

Four Treaties with China.

- 1.—Treaty with Great Britain, Chinese Text of the same.
- 2.—Treaty with the United States.
- 3.—Treaty with France.
- 4.—Treaty with Russia.

Supplementary Treaty with Russia.

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- 2.—Tariff on Articles of Export.
- 3.—Rules respecting Trade and Dues, Chinese Text of the same.
- 4.—Description of Articles of Import.
- 5.—Description of Articles of Export.

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- 2.—Port of Chuchau or Swatow.
- 3.—Port of Kitungchau in Hainan.
- 4.—Port of Amoy.
- 5.—Port of Foochow.
- 6.—Port of Tainshui and Taiwan in Formosa.
- 7.—Port of Ningpo.
- 8.—Port of Shanghai.
- 9.—Ports on the Yangtsz' and Trade in the Interior.
- 10.—Port of Tangchau or Chafao.
- 11.—Port of Tientsin.
- 12.—Port of Newchwang or Yangtsz'.
- 13.—Colony of Hongkong.
- 14.—Colony of Macao.

CHAP. IV.—SEC. 1 TO 5.

Foreign Commerce with Japan.

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- 5.—American Compact with Lewchow.

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- 4.—Measures of Capacity.
- 5.—Measures of Length.
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- 7.—Chinese Divisions of Time.

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- 7.—Sailing Directions for Panay I.
- 8.—Malayan States—Shrapore, &c.
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- 10.—Indian Presidencies—Bengal, Madras, Bombay.
- 11.—Ceylon.
- 12.—English and French Weights, &c.
- 13.—United States of America.

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Tables on Prices, Exchanges, &c.

- 1.—Comparison of Prices.
- 2.—Relating to Exchanges.
- 3.—Relating to Time.
- 4.—Comparison of Weights.
- 5.—Measurement of Cargo.
- 6.—Bullock Operations.

APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands; also giving the meanings of Chinese Words occurring in Charts and Sailing Directions; and also a Table of Positions of places on the Chinese and Japanese Coasts.

The author in his Preface says:—"The tables in Chap. VII., for estimating prices, measurements of goods, exchanges, &c., have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of tea in dollars or pence have been copied from the more extended tables, by the kind permission of the author, P. Loureiro, Esq." The last section of the same chapter on "Movements in Bullion," has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia."

"The Appendix of Sailing Directions has been reprinted from the "China Pilot." With short intermissions, the coasts from Singapore to Hakodadi are all described in it; and for the Chinese coasts, the Directions have been improved by the insertion of the Chinese characters for the names of all places that could be ascertained."

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HONG KONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—S.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Dispatch.
STEAMERS.							
Ano	W. Johnson	Brit. str.	476	March 25	P. & O. S. N. Co		
Clan Alpine	E. Hutchinson	Brit. str.	943	April 6	Jardine, Matheson & Co		
Douglas	W. Pitman	Brit. str.	615	April 6	P. & O. S. N. Co (Chartered)		
Fung Shuey	W. Watson	Amer. str.	740	Feb. 4	A. Heard & Co		
Glengyle	W. Hooper	Brit. str.	1265	April 5	Jardine, Matheson & Co		
Kan Ka Kee	W. Yeaton	Amer. str.	313	March 24	A. Heard & Co		
Lightning	W. Matheson	Brit. str.	310	April 8	Gibb, Livingston & Co		
Malta	W.	Brit. str.	960	March 21	P. & O. S. N. Co		
Mona	W. Morrison	Brit. str.	542	April 8	Gibb, Livingston & Co		
Warrior	K. Paterson	Amer. str.	2024	April 6	Russell & Co	Shanghai	Early
Yesso	W. Ashton	Brit. str.	580	April 8	Douglas Lupton & Co	Swatow, &c.	12th, 7 a.m.
SAILING VESSELS.							
Atrevida	W. Biast	Brit. bk.	487	April 6	Captain		
Aunt Lizzie	W. Proctor	Brit. bk.	536	April 9	Order		
Belvidere	W. Hower	Amer. sh.	1321	March 20	Captain		
Benefactress	E. Eldred	Amer. bk.	524	April 7	Smith, Archer & Co		
Carobel	W. McKenzie	Amer. bk.	407	March 28	Russell & Co	Saigon	12th instant
Cary & Jane	W. Jansen	Hamb. bk.	412	March 7	Bourjau, Hubener & Co	Calais	Early
Catharine	W. Hess	Hamb. bk.	500	March 27	Wm. Pustau & Co	San Francisco	Early
Cowper	W. Sparrow	Amer. sh.	1079	March 16	Captain		
Crimea	W. Barrow	Brit. sh.	478	April 3	Chinese		
Dagmar	W. Bhunstrom	Russ. sh.	800	Feb. 29	Order	Saigon	
Dayspring	E. Middleton	Brit. bk.	393	March 19	Russell & Co	Melbourne and Sydney	Early
Eliza	W. Sedgley	Brit. sh.	1378	March 1	Bosman & Co	San Francisco	Early
Formosa	W. Paulsen	Prus. bk.	275	April 3	Bourjau, Hubener & Co		
Glenlee	W. Buckitt	Russ. sh.	635	January 3	Landstein & Co	S'pore & B'ay	Early
Golden Fleece	W. Gall	Brit. sh.	350	March 16	Chinese	Shanghai	
Henrietta	E. Allen	Brit. bk.	181	March 30	J. S. Hook, Son & Co		
Hopeful	W. Buttry	Brit. bk.	332	April 1	Order		
Java	W. Anderson	Prus. bk.	309	March 31	Arnold Karberg & Co	Portland	
Jeanne Alice	W. Mounier	Frch. sh.	1209	March 11	Order	San Francisco	Early
John L. Dimmock	W. Wenzell	Brit. sh.	1047	March 28	Russell & Co		
John Norman	E. Gardiner	Brit. sh.	513	March 18	A. Heard & Co		
Maria	W. Machado	Russ. sh.	637	March 11	Russell & Co	Melbourne and Sydney	
Maria Louisa	W. Arrestis	Span. bg.	360	March 11	A. Heard & Co		
Maria Morton	W. Marelli	Feh. sh.	401	March 31	Reynvaat Brothers & Co		
Marie Therese	W. Bonneau	Feh. sh.	502	Dec. 12	Carlowitz & Co		
Merchantman	E. Mourlyan	Brit. sh.	1018	April 8	Jardine, Matheson & Co		
Mirage	W. Ruau	Brit. sh.	718	March 29	Q. Achéong		
M. W. Saas	W. Arentzen	Dan. bk.	304	April 7	John Burd & Co		
Navarino	W. Wettring	Brit. bk.	408	March 21	Smith, Archer & Co		
Neptuno	W. Renteria	Span. bg.	284	March 31	Order		
Neville	K. Jackson	Brit. sh.	715	Feb. 10	Turner & Co		
Resolute	W. Euziere	Siam. sh.	860	April 8	Yuen Fat Hong		
San Lorenzo	W. Lebeau	Span. bg.	220	April 7	Remedios & Co		
Santa Anna	W. Gavito	Span. bg.	402	March 26	Remedios & Co	Manila	
Serica	W. Innes	Brit. sh.	707	April 29	Birley & Co		
Spiride	W. Mills	Brit. sh.	440	March 22	John Burd & Co	Saigon	
Sultan	W. Howard	Brit. sh.	399	Feb. 8	Order		
Sword Fish	W. Muller	Siam. sh.	675	March 3	Chinese		
The Colleen Bawn	W. Allen	Brit. bk.	386	April 4	Arnold Karberg & Co		
Vesta	W. Tetens	Hamb. bg.	240	March 11	Siemssen & Co	Pelew Islands	
Vision	W. Cummings	Brit. bg.	197	April 1	Russell & Co	Tientin	12th instant
Young Greek	W. Bainroth	Brit. bk.	424	April 8	Yuen Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Dispatch.
<i>(At Canton.)</i>							
Catalina	Escaladilla	Span. str.	361	April 3	Order		
China	Steward	Brit. str.	2010	April 8	P. & O. S. N. Co	Hankow	
Coila*	Grange	Brit. str.	535	April 3	1. Achow (Kwong-li-yuen hong)		
Condor	Schmidt	Prus. bg.	244	March 31	Siemssen & Co		
Don Antonio Escano	Martinez	Span. str.	800	April 9	Spanish Consul		
Imperatrices	Macaire	Feh. str.	2800	April 9	Messageries Imperiales		

SHANGHAI.

Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on April 1.

Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
<i>(At Canton.)</i>							
Adolina	Dennett	Brit. sh.	730	March 17	Cardiff	Hongkong	Borneo Company
Andrew Jackson	MacCallum	Amer. sh.	1253	Feb. 27	Newport	Hongkong	Fratzer & Co
Emily Flinn	Penell	Brit. sh.	1009	March 30	Cardiff	London	Master
Gen. Havocock	Cawse	Brit. bk.	351	March 4	Cardiff	Gibb, Livingston & Co	Gibb, Livingston & Co
Isabella Ridley	Watson	Brit. sh.	516	March 5	Cardiff	Bourjau, Hubener & Co	Bourjau, Hubener & Co
Layard	Watson	Brit. bg.	175	March 15	Newcastle N.S.W.	London	Fratzer & Co
Magellan	Cobbie	Brit. sh.	613	Feb. 24	Liverpool	London	Slaw, Brothers & Co
Phoenix	Cullen	Brit. sh.	906	March 9	Cardiff	Vancouver	Fratzer & Co
Princess of Wales	Sheppard	Brit. sh.	532	January 27	Sheffield	New York	Jardine, Matheson & Co
Tavistock	Tate	Brit. sh.	915	March 11	London	W. E. Adamson & Co	Gibb, Livingston & Co
White Adder	Moure	Brit. sh.	—	—	—	—	—

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Dispatch.
CHINA & JAPAN PORTS.				
HANKOW	Coilot	Br. str.	Achow	
SHANGHAI	Warrior	Am. str.	Russell & Co	
Do.	Golden Fleece	Br. bk.	Chinese	
TIENTSIN	Vision	Br. bg.	Bosman & Co	12th
OTHER PORTS.				
CALLAO	Cary & Jans	Hm. bk.	Bourjau Hubener & Co	
MANILA	Maria Louisa	Sp. bk.	Aug. Heard & Co	
Do.	Maria Morot	Fr. bk.	Reynaart Bros. & Co	
Do.	Santa Anna	Sp. bk.	Remedios & Co	
MELBOURNE & SYDNEY	Dayspring	Br. bk.	Russell & Co	Early
PELEW ISLANDS	Vesta	Hm. bg.	Siemssen & Co	
PORTLAND	Jeanne Alice	Fr. sh.	Order	
SAIGON	Dagmar	Ru. sh.	Order	
Do.	Hopetul	Br. bk.	Order	
Do.	Spidire	Br. sh.	Carobell	
SAN FRANCISCO	Copper	Am. bk.	Russell & Co	12th
Do.	Do.	Br. sh.	Bosman & Co	
SINGAPORE & BOMBAY	J. L. Dimmock	Ru. sh.	Russell & Co	Early
SURINAM	M. Therese</			